



Meeting Minutes

Complete Streets – Monterey Road

August 21, 2014

BookSmart – 80 E 2nd St, Morgan Hill, CA 95037

1. **Introduction / Sign-In Sheet**

Sign-In Sheet attached.

2. **Review Agenda**

3. **Review Meeting Minutes**

August 14, 2014 Meeting Minutes sent to meeting participants on August 21, 2014.

4. **Review and Discuss Draft Purpose and Need Statement**

Josh presented two draft purpose statements. After discussion by attendees it was determined that the final purpose would be a combination of the two. Josh will provide a revised purpose statement for review at the next meeting.

Purpose A

The purpose of the Monterey Road Complete Street Project is to improve the livability and economic vitality of the Monterey Road corridor between Main Avenue and Dunne Avenue by enhancing the pedestrian environment, safely accommodating bicyclists and reducing the noise, air pollution and other negative impacts associated with heavy, high-speed motor vehicle traffic.

Purpose B

To create a vibrant, thriving and attractive destination focused on connecting people, neighborhoods, and businesses by creating an inviting and safe experience for people whether on foot, bike, or in a car to shop, dine, and play by repurposing the old highway and reducing the noise, air pollution and other negative impacts associated with high-speed and high-volume motor vehicle traffic.

Need

Monterey Road between Main Avenue and Dunne Avenue is currently configured as a four-lane divided roadway that once served as a state highway, with parallel on-street parking and sidewalks on both sides and left-turn pockets at intersections. This cross-section, , encourages motorists to travel above the posted speed limit, weave between lanes, and jockey for position at traffic signals which negatively impact the pedestrian and outdoor dining experience along the corridor as a result of safety concerns and noise and air pollution. Outdoor dining and other social activities are frequently interrupted by noise from accelerating motor vehicles, loud motorcycles, and other heavy truck traffic travelling along the roadway. The roadway also serves as a route for regional motor vehicle trips that may be better served by the US 101 freeway and/or the newly completed Butterfield Boulevard. The width of the Monterey Road travelway, coupled with long traffic signal cycles and the tall median creates two unconnected sides of the

roadway for people, as crossing the street is uncomfortable and uninviting, especially for children and seniors. The lack of bicycle accommodations to and through the corridor leads to unpredictable and unsafe behavior by both motorists and cyclists when they encounter each other. In addition there is a lack of dedicated and secure bicycle parking. In many places, the sidewalks are too narrow for two or more pedestrians to walk side by side due to obstacles in the sidewalk area. The corridor lacks public space (beyond outdoor dining) and placemaking design and activities to capture people's attention and extend their experience and time in downtown Morgan Hill.

5. Review and Discuss Potential Evaluation Measures for Project Alternatives

Evaluation will be based on several categories as listed before. Measures will be expanded and refined based on input by meeting participants:

Pedestrian

- Total pedestrian space: square footage of available pedestrian space for sidewalks, street furniture, cafes, artwork, etc.
- Width of sidewalk: can two or more people comfortably walk down the sidewalk?
- Sidewalk separation from nearest travel lane: distance in feet between outside of nearest travel lane and inside edge of sidewalk clear zone.
- Ease of mid-block pedestrian crossing: number of lanes required to cross at one time and total crossing distance, as measured from outside edge of travelway to outside edge of travelway.

Bicycle

- Bicycle level of service (level of separation): type of bicycle accommodation on a progressive scale from shared lane to bike lane to protected cycle track.
- Bicycle parking availability: ability to accommodate bicycle parking, as measured by the total square footage available for bicycle parking adjacent to the travelway.

Transit

- Transit travel time: amount of time required for a VTA bus to travel along Monterey Road between Main Avenue and Dunne Avenue during the peak hour.
- Space for bus stop amenities: ability to accommodate bus stop amenities, as measured by the total square footage available for amenities adjacent to the travelway.
- Ease of access to bus stops: proximity of pedestrian crossings to bus stop locations and level of pedestrian delay at crossings.

Motor Vehicle

- Motor vehicle 85th percentile speed: the 85th percentile speed of motor vehicles at specific points along the Monterey Road corridor.
- Motor vehicle travel time: amount of time required for a motor vehicle to travel along Monterey Road between Main Avenue and Dunne Avenue during the peak hour and during off-peak hours.

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- Motor vehicle parking availability: ability to accommodate motor vehicle parking, as measured by the total number of on-street spaces on Monterey Road between Main Avenue and Dunne Avenue available for motor vehicle parking.

Safety

- Potential to reduce pedestrian crashes: potential to reduce pedestrian collisions based on Federal Highway Crash Reduction Factors (CRFs)
- Potential to reduce bicycle crashes: potential to reduce bicycle collisions based on Federal Highway Crash Reduction Factors (CRFs)
- Potential to reduce motor vehicle crashes: potential to reduce motor vehicle collisions based on Federal Highway Crash Reduction Factors (CRFs)

Economic

- Business owner surveys: opinion survey of business owners with a Monterey Road address between Main Avenue and Dunne Avenue.

Emergency/Public Safety

- Impact to emergency response time: ability of emergency vehicles to avoid congested areas by using another route.
- Emergency vehicle maneuverability: ability of emergency vehicles to avoid congested areas by using bicycle lanes, opposing travel lanes, parking lanes and/or turn lanes.

6. Review and Discuss Potential Performance Measures for Six-Month Pilot Project

The following potential performance measures will be applied to the six-month pilot project. They will be modified and expanded as necessary to meet the concerns of the meeting participants.

Pedestrian

- Pedestrian counts: number of pedestrians walking along sidewalk during specific days of the week and times of day.
- Pedestrian delay: level of pedestrian delay experienced at specific crossing locations during specific days of the week and times of day.
- Noise levels at sidewalk: noise levels in decibels measured during specific days of the week and times of day before.

Bicycle

- Bicyclist counts: number of bicyclists travelling along the sidewalk and in the travelway during specific days of the week and times of day.
- Bicyclist demographics: age and gender of bicyclists travelling along the sidewalk and in the travelway during specific days of the week and times of day.
- Bicycle parking occupancy: percentage of bicycle parking spaces used at specific times of day and days of the week.

Transit

- Transit travel time: amount of time required for a VTA bus to travel along Monterey Road between Main Avenue and Dunne Avenue during the peak hour.
- Transit ridership: total year-over-year monthly boardings and alightings along Monterey Road between Main Avenue and Dunne Avenue.

Motor Vehicle

- Motor vehicle 85th percentile speed: the 85th percentile speed of motor vehicles at specific points along Monterey Road between Main Avenue and Dunne Avenue.
- Motor vehicle travel time: amount of time required for a motor vehicle to travel along Monterey Road between Main Avenue and Dunne Avenue during the peak hour.
- Motor vehicle diversion through abutting neighborhoods: number of motor vehicles using parallel neighborhood streets to bypass Monterey Road during the peak hour.
- Motor vehicle parking occupancy: percentage of on-street parking spaces used at specific times of day and days of the week.
- Motor vehicle 85th percentile speed on parallel facilities: the 85th percentile speed of motor vehicles on parallel neighborhood streets and Butterfield Boulevard and Dewitt Avenue.

Safety

- Reduction in pedestrian crashes: monthly average of reported pedestrian collisions for one year before and six months after the introduction of six-month pilot project
- Reduction in bicycle crashes: monthly average of reported bicycle collisions for one year before and six months after the introduction of six-month pilot project
- Reduction in motor vehicle crashes: monthly average of reported motor vehicle collisions (not involving pedestrian or bicycle) for one year before and six months after the introduction of six-month pilot project

Economic

- Sales tax receipts: total year-over-year monthly sales receipts for businesses with a Monterey Road address between Main Avenue and Dunne Avenue.
- Commercial occupancies: number of vacant commercial units with a Monterey Road address between Main Avenue and Dunne Avenue.
- Business owner before/mid/after surveys: opinion survey of business owners.

Emergency/Public Safety

- Emergency vehicle travel time: amount of time required for an emergency vehicle to travel along Monterey Road between Main Avenue and Dunne Avenue during the peak hour.

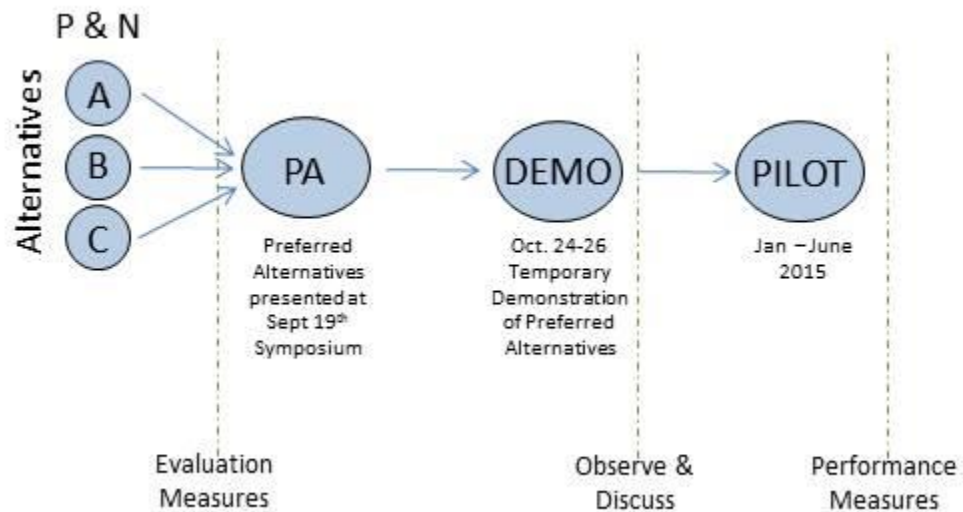
7. Discuss Development of Alternatives, Public Open House & Schedule

- September 19 – A day-long Placemaking Symposium (Open House) will be held to present the Complete Street concepts to the public.

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- Late October – A 2-3 day (Fri-Sun/Sat-Sun) demonstration of the potential street reconfiguration will be held so Alta can analyze and make necessary adjustments.
- Jan 2015 to June 2015 – Six Month Pilot Project: Once a configuration is selected, the route will be configured and performance measures will be tracked.

TIMELINE OF EVENTS



8. Overview of Tactical Urbanism Demonstration

The tactical urbanism demonstration (also referred to as a “pop-up street”) is a temporary transformation of public space which will give consultants and stakeholders the opportunity to observe recommended changes to the street configuration. Lane modifications will be made with tape and other temporary streetscaping modifications will be included to represent the changes that will be implemented during the 6-month pilot period. The configuration can be modified during this demonstration. For examples, if back-ups occur at certain areas along the route, a right-turn pocket (or other modification) can be added and tested during real time.

9. Next Meeting

The next meeting will be held on Thursday, August 28, 2014 at the Morgan Hill Community Center, Madrone Room, 17000 Monterey Road.